

PART NO. 2124

CHEVY PASSENGER / WAGON 307-400 CID
CHEVELLE / EL CAMINO 283-350 CID - CAMARO 307-350 CID
GMC SPRINT / WAGON 283-350 CID

NOTE: 1) WILL NOT FIT CHEVY PASSENGER/WAGONS WITH MANUAL TRANSMISSION.
2) INSTALLATION WITH AIR CONDITIONING REQUIRES PURCHASE OF HOOKER BRACKET.

THANK YOU FOR MAKING HOOKER HEADERS YOUR CHOICE IN A HIGH PERFORMANCE EXHAUST SYSTEM. EXTENSIVE DYNO/TRACK TESTING HAS ENABLED HOOKER TO OFFER THE MOST ADVANCED DESIGN IN HEADERS FOR YOUR APPLICATION. DUE TO THE RESTRICTED ROOM AVAILABLE IN THE ENGINE COMPARTMENT, YOUR HEADERS MAY BE CLOSE TO SOME BODY AND CHASSIS COMPONENTS. THIS CONDITION IS NORMAL. INSTALLATION, WHILE NOT COMPLEX, MAY BE TIME CONSUMING. HOWEVER, AS SOON AS YOU START YOUR ENGINE, THE ADDITIONAL HORSEPOWER AND IMPROVED PERFORMANCE WILL MORE THAN JUSTIFY YOUR EFFORTS. PROPER INSTALLATION AND MAINTENANCE WILL INSURE LONG LIFE AND MAXIMUM PERFORMANCE FROM YOUR HOOKER HEADERS.

BEFORE STARTING

YOUR VEHICLE MUST BE RAISED A MINIMUM OF 36 INCHES. A FLOOR HOIST IS IDEAL. IF NO HOIST IS AVAILABLE, WE STRONGLY URGE THE USE OF AXLE STANDS AS A SAFETY MEASURE. **CAUTION!** YOUR CAR SHOULD NOT BE SUPPORTED ON A BUMPER JACK.

INSTALLATION PROCEDURE - PLEASE READ CAREFULLY

LEFT SIDE

1. DISCONNECT BATTERY CABLE TO PREVENT DAMAGE TO THE ELECTRICAL SYSTEM.
2. UNBOLT HEADPIPES (BOTH SIDES) AND PUSH OUT OF THE WAY.
3. IF AIR CONDITIONING IS MOUNTED ON LEFT SIDE, UNBOLT COMPRESSOR AND SET ASIDE.
4. REMOVE EXHAUST MANIFOLD, SPARK PLUGS, CLUTCH LINKAGE CROSS SHAFT, OIL DIPSTICK TUBE, AND OIL FILTER. 1976 MODELS MAY NOT REQUIRE OIL FILTER REMOVAL.
5. REMOVE CENTER MOTOR MOUNT BOLT AND RAISE ENGINE ABOUT 2". (PLACE BOARD BETWEEN PAN AND JACK.)-1976 MODELS MAY NOT REQUIRE RAISING OF ENGINE.
6. STARTING FROM BELOW, WORK HEADER UP THROUGH CHASSIS, LOWER ENGINE AND REPLACE MOUNT BOLT.
7. PLACE GASKET INTO POSITION AND START ALL BOLTS.

NOTE: A) IF YOUR ENGINE IS EQUIPPED WITH AIR INJECTION FITTINGS, REMOVE SMOG TUBES FROM STOCK EXHAUST MANIFOLD AND INSTALL IN HEADER. SEE ILLUSTRATION "A".

B) IF STOCK EXHAUST MANIFOLD HAD LESS THAN 4 SMOG INJECTION TUBES, ANY UNUSED SMOG BUSHINGS ON YOUR HEADERS MUST BE REPLACED. USE 1/4" PIPE PLUGS OR 1/2" - 18 BOLTS OR WELD A CAP OVER BUSHING(S).

8. TIGHTEN ALL BOLTS EVENLY. REPLACE SPARK PLUGS CLUTCH LINKAGE, OIL FILTER, AND DIPSTICK TUBE.
9. IF GENERATOR/ALTERNATOR WAS MOUNTED ON STOCK EXHAUST MANIFOLD, USE FURNISHED BRACKET TO REINSTALL. SEE ILLUSTRATION "B".
- NOTE:** IF HEADER IS EQUIPPED WITH SMOG BUSHINGS, BRACKET MUST BE NOTCHED TO CLEAR BUSHINGS. SEE ILLUSTRATION "C".
10. TO REMOUNT AIR CONDITIONING COMPRESSOR, PURCHASE HOOKER BRACKET (PART NO. 10925). SEE ILLUSTRATION "D".
11. MODELS EQUIPPED WITH POWER STEERING MAY REQUIRE INSTALLATION OF FURNISHED HOOKER SPACER ON POWER RAM FOR ADEQUATE HEADER CLEARANCE. SEE ILLUSTRATION "E".
12. IF TIE BAR CONTACTS #4 HEADER TUBE, EITHER BEND BAR AROUND TUBE OR SLIGHTLY DENT #4 TUBE TO INCREASE CLEARANCE.

RIGHT SIDE

1. REMOVE SPARK PLUGS, EXHAUST MANIFOLD, STARTER, AND AIR CONDITIONING COMPRESSOR IF MOUNTED ON RIGHT SIDE. 1976 MODELS MAY NOT REQUIRE STARTER REMOVAL.
2. STARTING FROM BELOW, WORK HEADER UP THROUGH CHASSIS INTO POSITION.

NOTE: IT MAY BE NECESSARY TO REMOVE FRAME SUPPORT ROD, OR BEND IT TO FIT AROUND HEADER.

3. PLACE GASKET INTO POSITION AND START ALL BOLTS.

NOTE: 1) IF ENGINE IS EQUIPPED WITH AIR INJECTION FITTINGS, REMOVE SMOG TUBES FROM STOCK EXHAUST MANIFOLD AND INSTALL IN HEADER. SEE ILLUSTRATION "A".

2) IF STOCK EXHAUST MANIFOLD HAD LESS THAN 4 SMOG INJECTION TUBES, ANY UNUSED SMOG BUSHINGS ON YOUR HEADERS MUST BE PLUGGED. USE 1/4" PIPE PLUGS OR 1/2"-18 BOLTS OR WELD A CAP OVER BUSHINGS (S).

4. TIGHTEN ALL BOLTS EVENLY. REPLACE STARTER AND SPARK PLUGS.
5. TO REMOUNT AIR CONDITIONING COMPRESSOR, PURCHASE HOOKER BRACKET (PART NO. 10926). SEE ILLUSTRATION "D".



Super Competition

WARNING! Breaking in an engine with ceramic-coated headers **WILL result in damage to the coating and will VOID all warranties.** Ceramic-coated headers require several heat cycles to fully cure before they will withstand extreme heat. Flowtech® & Hooker® recommend using cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call tech service at 270-781-9741 for additional information regarding ceramic-coated exhaust products.

6. TO CONNECT COLLECTORS TO HEADPIPES, PURCHASE HOOKER HEADER REDUCER KIT NO. 11030.

NOTE: A DUAL EXHAUST SYSTEM CAN BE FABRICATED USING EITHER HOOKER SUPER COMPETITION TURBO MUFFLERS #21104 #21105 OR #21106; HOOKER COMPETITION TURBOS #21004, #21005 OR #21006 AND UNIVERSAL TAILPIPE #16215.

7. CONNECT BATTERY, START ENGINE AND CHECK FOR LEAKS. BE SURE ALL BRAKE LINES, FUEL LINES, AND ELECTRICAL WIRES HAVE SUFFICIENT CLEARANCE. REROUTE AS NECESSARY.

WHEN FINISHED, GIVE YOUR CAR A TEST DRIVE CHECKING CAREFULLY FOR ANY NEW NOISES. AFTER SEVERAL DAYS DRIVING, RETIGHTEN ALL BOLTS.

ANY QUESTIONS? PLEASE CONTACT THE CUSTOMER SERVICE DEPARTMENT AT: HOLLEY PERFORMANCE PRODUCTS
TECHNICAL; SERVICE: 270-781-9741 FAX: 270-781-9772

Website: www.holley.com

DID YOU KNOW THERE IS MORE TO HOOKER THAN JUST HEADERS? OF COURSE, WE LOVE OUR HOOKER HEADERS, BUT HOOKER BUILDS MORE THAN THE ULTIMATE IN HIGH PERFORMANCE EXHAUST SYSTEMS. ASK YOUR DEALER.

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THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

CALIFORNIA VEHICLE CODE SECTIONS 27156 AND 38391 PROHIBIT THE ADVERTISING, OFFERING FOR SALE, OR INSTALLATION OF ANY DEVICE WHICH MODIFIES A VEHICLE'S EMISSION CONTROL SYSTEM UNLESS EXEMPTED. UNLESS OTHERWISE NOTED, HOOKER HEADERS HAVE NOT RECEIVED AN EXEMPTION FROM THESE CODE SECTIONS AND ARE NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON VEHICLES ORIGINALLY EQUIPPED WITH CATALYTIC CONVERTERS. IT IS ILLEGAL, EXCEPT FOR RACING VEHICLES WHICH MAY NEVER BE DRIVEN UPON A HIGHWAY, TO REMOVE OR OTHERWISE RENDER INOPERATIVE ANY EMISSION CONTROL DEVICE ON REGULATED MOTOR VEHICLES-CHECK CATALOG LISTINGS TO INSURE PROPER APPLICATION. IN THE OTHER 49 STATES, UNLESS OTHERWISE NOTED, HOOKER HEADERS ARE NOT LEGAL FOR POLLUTION CONTROLLED MOTOR VEHICLES, EXCEPT FOR RACING VEHICLES WHICH MAY NEVER BE USED UPON A HIGHWAY AND ARE NOT INTENDED OR APPLICABLE FOR HIGHWAY USE.

